

Street and Roadway Action Items (Group C)

C1 Main Street Pavement Re-Surfacing

Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee, New York State Department of Transportation, Genesee Transportation Council

Estimated Cost: moderate (minimal local costs)

Estimated Time: 1-2 years

A Main Street pavement resurfacing project is likely to occur in 2007. It is vitally important that the village actively work with the State Department of Transportation to discuss options.

The following are strongly recommended:

1. Re-stripe Main Street from 4 lanes to 3 lanes as a “test configuration”; if there are no major problems with traffic flow, keep the “test configuration” as the permanent lane configuration. The latest available traffic count shows an Average Annual Daily Traffic (AADT) count of 16,862 vehicles, well within the general threshold for a three lane configuration.

Table 9 - Main Street Traffic Volumes

Village	Route	Segment of Main Street with highest vehicle counts (AADT)	Segment of Main Street with lowest vehicle counts (AADT)
East Aurora	20A	16977	9527
Arcade	39	16862	8844
Springville	39	13790	8089
Warsaw	19	13610	7229
Hamburg	62	11862	11833
Perry	39	6369	6369

2. Prominently stripe crosswalks at **all** segments of an intersection. See Recommendations A2, A3 and A4
3. Reconfigure and add additional equipment as necessary so that all segments of an intersection have pedestrian signals. Also, these signals should not be button actuated, but should be automatic. See also Recommendations A2, A3, A4.

C2 New Streets

Responsible Organizations: Village officials and staff, Planning Board, Walkable Committee, relevant land owners

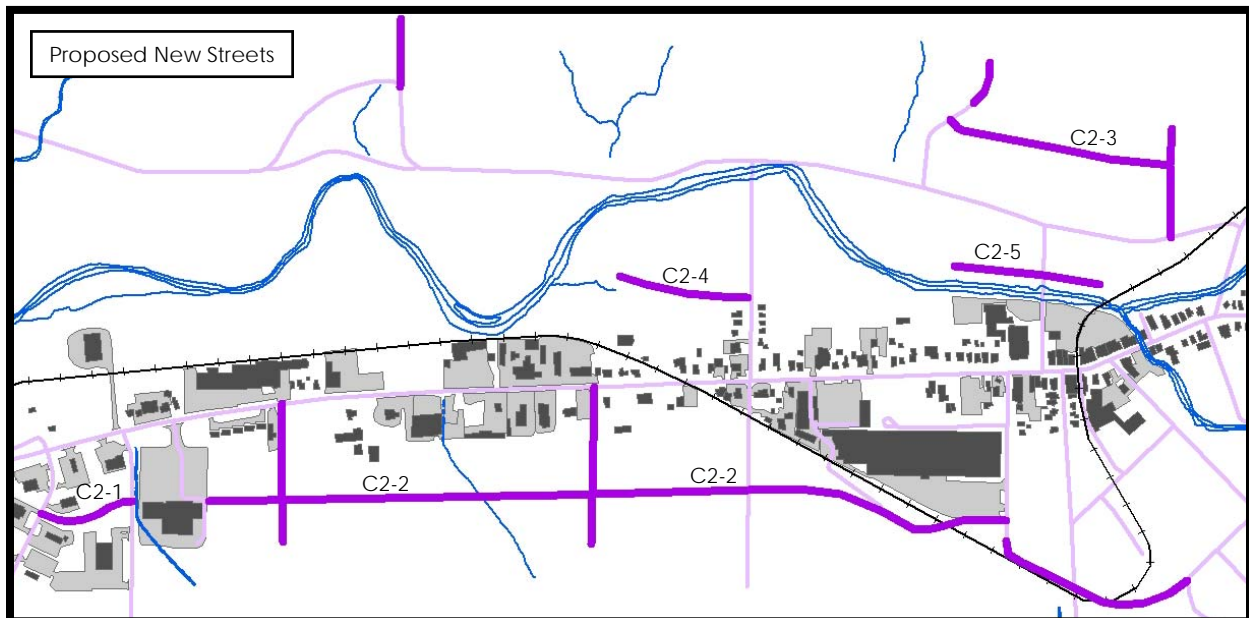
Estimated Cost: high to very high

Estimated Time: 3-30 years

Municipalities are sometimes finding it advantageous to take a more pro-active approach to directing new growth and development, rather than simply reacting to development proposals as they occur. One way do to this is to actually purchase or otherwise acquire public rights-of-way for new streets and construct the streets and accompanying infrastructure (water, sewer, electric, gas, etc.) prior to development. New development then takes form around, and is guided by, the public investment, rather than the other way around.

There are five key areas identified in the Village of Arcade (please see Map 13) where this approach could significantly improve the community by guiding new development. These proposals should be considered by the Village and undergo thorough public review as part of the next Comprehensive Plan update process.

Map 13 - Proposed Streets



C2-1 Proposed West End Connections

This is most likely the easiest of the four “new streets” to implement and build, and thus should be the highest priority. A new public street should be constructed between Edward Street and

Steele Avenue, starting at Edward Street opposite the north driveway to the post office and ending at Steele Avenue with a connection to the Tops plaza parking lot just north of the plaza itself. This new street should be relatively narrow (one 10 to 11 foot traffic lane in each direction, with perhaps an 8 foot on-street parking lane) to serve local traffic. It should have curbs and closed drainage, have sidewalks on both sides of the street, and be attractively landscaped with street trees and pedestrian-scaled (20 feet or shorter) lightposts so as to encourage walking. Highly visible crosswalks should be provided at both the Edward Street and Steele Avenue intersections and there should be a direct sidewalk connection to the sidewalk in front of Tops plaza.



View looking east across Steele Avenue where the proposed new street would intersect with Steele Avenue and the Tops Plaza parking lot.

This project is especially important as many community facilities (post office, Genesee Community College), employment centers (Pioneer Credit Recovery), and retail stores (Tops, Subway, McDonald's) are all located in physical proximity, but with no existing pedestrian connections. This forces people to drive to places quite close to each other. Even motorists are forced to take a somewhat circuitous route between destinations because of the lack of this connecting street.

The village should identify funds in its capital budget for this infrastructure improvement and enter into discussions with the affected landowners to acquire the needed right-of-way through either donation or purchase.

C2-2 Proposed South Avenue

This infrastructure project is much longer term although the planning should begin now. This proposal envisions a new street running parallel to, and approximately 250-300 feet south of Main Street. It would begin at the Tops plaza, near the northeast corner of the plaza structure itself, and run eastward behind the apartments on West Main Street and through the present farmland. The street would climb the hill and intersect with Bixby Hill Road near the existing electrical substation. The street could potentially continue eastward back down the hill and run between Prestolite and the cemetery, finally ending at Prospect Street.

The potential for this street is tremendous. It could be an elegant, tree-lined boulevard, perhaps with a planted median, that could truly become a great public street. The land uses on this street should be primarily residential, so that commercial uses are kept on Main Street. New zoning and subdivision ordinances would ensure that any lots created are at an appropriate scale for the village and reflect the established pattern of development. Residential lots should be no more than 100 feet wide; 40-75 feet wide is preferred. Setbacks should include a *maximum* set-



Above: View looking east from Tops Plaza parking lot. The proposed “South Avenue” would start here and climb the hill to Bixby Hill Road.



Above: Example of the type of street the proposed “South Avenue” could be: a tree-lined residential boulevard. Example pictured is Werner Park, Rochester, NY.

back of 20-30 feet to ensure that houses are close to the street, in keeping with the village pattern of development. Garages should be located to the rear of the lot so that the streetscape is not dominated by garage doors.

This street would serve to connect the historic village core blocks in the east with the commercial growth areas of the west end. It could become the preferred pedestrian/bicycle/local traffic connection between the two areas of the village, as Main Street would continue to carry most of the truck and through traffic. Finally, through lateral north-south street connections to Main Street, the new street would continue building the traditional village block pattern, evident in the east end, but very much lacking in the west end. The street pattern, and the development pattern in the west end, has become strung-out in a linear fashion along Main Street. This long, linear development pattern inhibits walking, since destinations are far apart and there is only a single route to get there.

C2-3 Proposed Street Network North of North Street

This network of streets would be built off of North Street and the new Douglass Drive. It would create a block network in the northern part of the village and serve as a framework for development in this area, one that has seen new residential development recently. These blocks would also add residents to an area of the village that is relatively close to downtown, therefore adding potential customers to any downtown businesses.

As with Recommendation C2-2, new zoning and subdivision ordinances would ensure that any lots created are at an appropriate scale for the village and reflect the established pattern of development. Residential lots should be no more than 100 feet wide; 40-75 feet wide is preferred. In this section of the village, townhouse type development would be appropriate. Therefore, lots could be as narrow as 25 feet. Setbacks should include a *maximum* setback of 20-30 feet to ensure that houses are close to the street, in keeping with the village pattern of development.

Garages should be located to the rear of the lot so that the streetscape is not dominated by garage doors.

C2-4 Proposed Minor Street off of West Street

This street would serve to make a large parcel of land accessible for infill development. The overall goal of village residential development is to encourage, as much as possible, development as close to the center of the village as possible. This will increase the residential densities and make downtown business more viable by helping to create a critical mass of customers a short distance away.

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This street would most likely be a cul-de-sac so as to keep development out of the floodplain.

C2-5 Proposed Minor Street(s) and Development off Church Street

This street would serve to make a large parcel of land accessible for infill development. The parcel is currently occupied by Emkay, a New York City firm that produces cheese and other dairy products. The facility is outmoded and utilized at far less than its capacity. It is unlikely that this site will remain in industrial use for much longer, and in fact the village should work to encourage conversion to other uses through re-zoning.

Due to its location near the center of the village and adjacent to the creek and residential parcels, it is an inappropriate site for industrial uses. A far more beneficial use of the parcel might be a higher density residential development such as senior housing or a high quality townhome or “patio home” development. It is within walking distance of the library, services, and churches making it ideal for seniors who can no longer drive. In addition, the higher density is important to provide a base of customers within easy walking distance of downtown merchants. This site is one of only a very few large parcels located close to the village center.

C3 Roundabouts

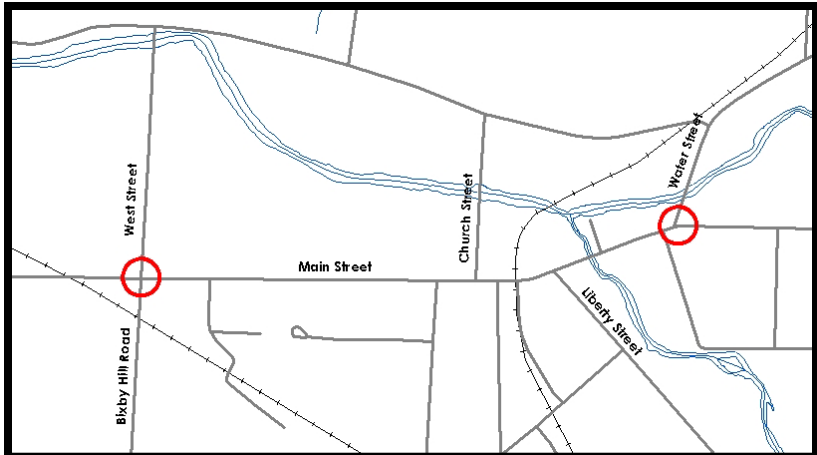
Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee, New York State Department of Transportation, Genesee Transportation Council.

Estimated Cost: high

Estimated Time: 5-20 years

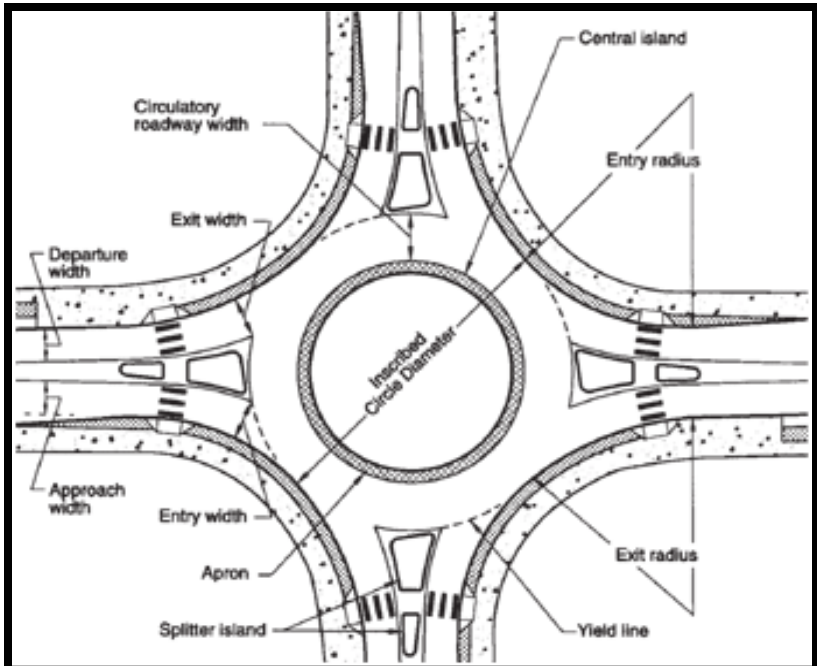
Map 14 - Potential Roundabout Locations

The Village should study the possibility of roundabouts to control and calm traffic, either installed independently or as part of an eventual Main Street reconstruction project. In particular, the Main Street-West Avenue-Bixby Hill Road intersection and the Main Street-Water Street intersection should be examined for the installation of roundabouts.



These two locations serve as the western and eastern gateways into the central portion of the village. These two sites are ideally located to slow traffic down as it transitions from an open highway situation to a village environment.

See also Recommendations A7 and C1.



What is a Roundabout?

Background

The modern roundabout is a type of circular intersection that has been successfully implemented in Europe and Australia over the past few decades. Despite the tens of thousands of roundabouts in operation around the world, there are only a few hundred in the United States. Until recently, roundabouts have been slow to gain support in this country. The lack of acceptance can generally be attributed to the negative experience with traffic circles or rotaries built in the earlier half of the twentieth century. Severe safety and operational problems caused these traffic circles to fall out of favor by the 1950's. However, substantial progress has been achieved in the subsequent design of circular intersections, and a modern roundabout should not be confused with the traffic circles of the past.

Roundabouts vs. Traffic Circles

Three basic principles distinguish the modern roundabout from a traffic circle.

1. Modern roundabouts follow the "yield-at-entry" rule in which approaching vehicles must wait for a gap in the circulating flow before entering the circle. Many traffic circles in the United States require circulating vehicles to grant the right of way to entering vehicles though few, if any, of these type circles exist in New York State. Some traffic circles also use stop signs or signals to control vehicle entry.
2. Modern roundabouts involve low speeds for entering and circulating traffic, as governed by small diameters and deflected (curved) entrances. In contrast, traffic circles emphasize high-speed merging and weaving, made possible by larger diameters and tangential (straight) entrances.
3. Adequate deflection of the vehicle entering a roundabout is the most important factor influencing their safe operation. Roundabouts should be designed so that the speed of all vehicles is restricted to 30 mph (50 km/h) or less within the roundabout. This is done by adjusting the geometry of the entrance alignment, splitter island, center island, and exit alignment to ensure that "through" vehicle paths are significantly deflected.

In giving priority to entering vehicles, a traffic circle tends to lock up at higher volumes. The operation of a traffic circle is further compromised by the high speed environment in which large gaps are required for proper merging. These deficiencies have been essentially eliminated with the modern roundabout designs.

Summary

The number of roundabouts constructed in the U.S. is relatively small. Those that are currently in operation have been reported to be performing favorably, when compared with conventional controlled intersections (i.e., stop signs or signals), in terms of improved safety, shorter delays, increased capacity, and improved aesthetics. Early results generally indicate that roundabouts have resulted in an overall reduction in the number and severity of accidents, despite the initial concern that lack of familiarity with this type of intersection would lead to driver confusion.

The nearest examples of modern roundabouts are Ferry Circle in the City of Buffalo at Richmond Avenue and Ferry Street and a new roundabout in the City of Rochester at Ford Street and South Plymouth Avenue. Several roundabouts are planned for the Village of Hamburg as part of its upcoming Route 62 reconstruction project. Note: the traffic circle in East Aurora, the monument in Warsaw, and Gates Circle in Buffalo **ARE NOT** examples of modern roundabouts.

Source: New York State Department of Transportation, www.dot.state.ny.us/roundabouts/back.html

C4 Regional Traffic Study

Responsible Organizations: Village and Town officials and staff, Towns of Sardinia and Yorkshire officials and staff, Walkable Committee, New York State Department of Transportation, Genesee Transportation Council, Greater Buffalo-Niagara Regional Transportation Council, Cattaraugus County

Estimated Cost: high

Estimated Time: 3-8 years

Through traffic, especially through truck traffic was identified by this project's Planning Committee as a significant issue in downtown Arcade. State Routes 39 and 98 pass through downtown, and State Route 16 is a major north-south corridor in Erie and Cattaraugus Counties, just to the west of the village boundary. The Village, working with the New York State Department of Transportation, as well as the metropolitan planning organization (MPO) for Wyoming County, Genesee Transportation Council (GTC), should explore ways to fund a comprehensive study of regional traffic patterns and options (such as a by-pass). Funding for this sort of study can be obtained through the MPO's Unified Planning and Work Program (UPWP).

Given Arcade's location at the junction of several jurisdictions, it would be necessary to coordinate with the MPO for Erie County, Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and Cattaraugus County (which is not part of any MPO).

What is an MPO?

The U.S. Department of Transportation requires every metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) (not to be confused with regional planning councils such as Genesee-Finger Lakes Regional Planning Council) to qualify for receipt of federal highway and transit funds. The Governor of New York State designated the Genesee Transportation Council (GTC) as the MPO responsible for transportation planning in the nine-county Genesee-Finger Lakes region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties. Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the designated MPO for Erie and Niagara Counties. Cattaraugus County, because it is not part of a metropolitan area with more than 50,000 people, does not have an MPO.

Because of the size of the nine-county region, the primary focus of GTC's transportation planning efforts is the developed area surrounding the City of Rochester known as the Rochester Transportation Management Area (TMA). The Rochester TMA includes all of Monroe County plus the adjacent developed areas of Livingston, Ontario, and Wayne counties.

To establish and maintain the certifiable transportation planning process required by the federal government as a precondition for receipt of federal transportation funding, GTC as the designated MPO for the region must at a minimum produce and maintain three major products; they are:

1. The Long Range Transportation Plan (LRTP)
2. The Unified Planning Work Program (UPWP)
3. The Transportation Improvement Program (TIP)

Source: Genesee Transportation Council, www.gtcmpo.org